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FOR THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

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FOR THE METROPOLITAN TORONTO PLANNING AREA

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MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

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TABLE OF CONTENTS

PLATE A—Development Plan (General Concept)

Section 1.

BASIC CONCEPT 1

Section 2.

ASSUMPTIONS

Development Concept 5
Scope of the Plan 5
Population and Economic Considerations 6
Housing Requirements 6
Transportation Requirements 7
Sanitation Requirements 7
Park Requirements 8
School Requirements 9

Section 3.

OBJECTIVES OF THE PLAN

General Purposes 11
Development Objectives 11
Transportation Objectives 13
Conservation and Sanitation Objectives 15
Park Objectives 15
School Objectives 15

Section 4.

CRITERIA FOR ASSUMPTION OF METROPOLITAN ROADS 17

Section 5.

RECOMMENDED STANDARDS FOR ROADS DEVELOPMENT 19

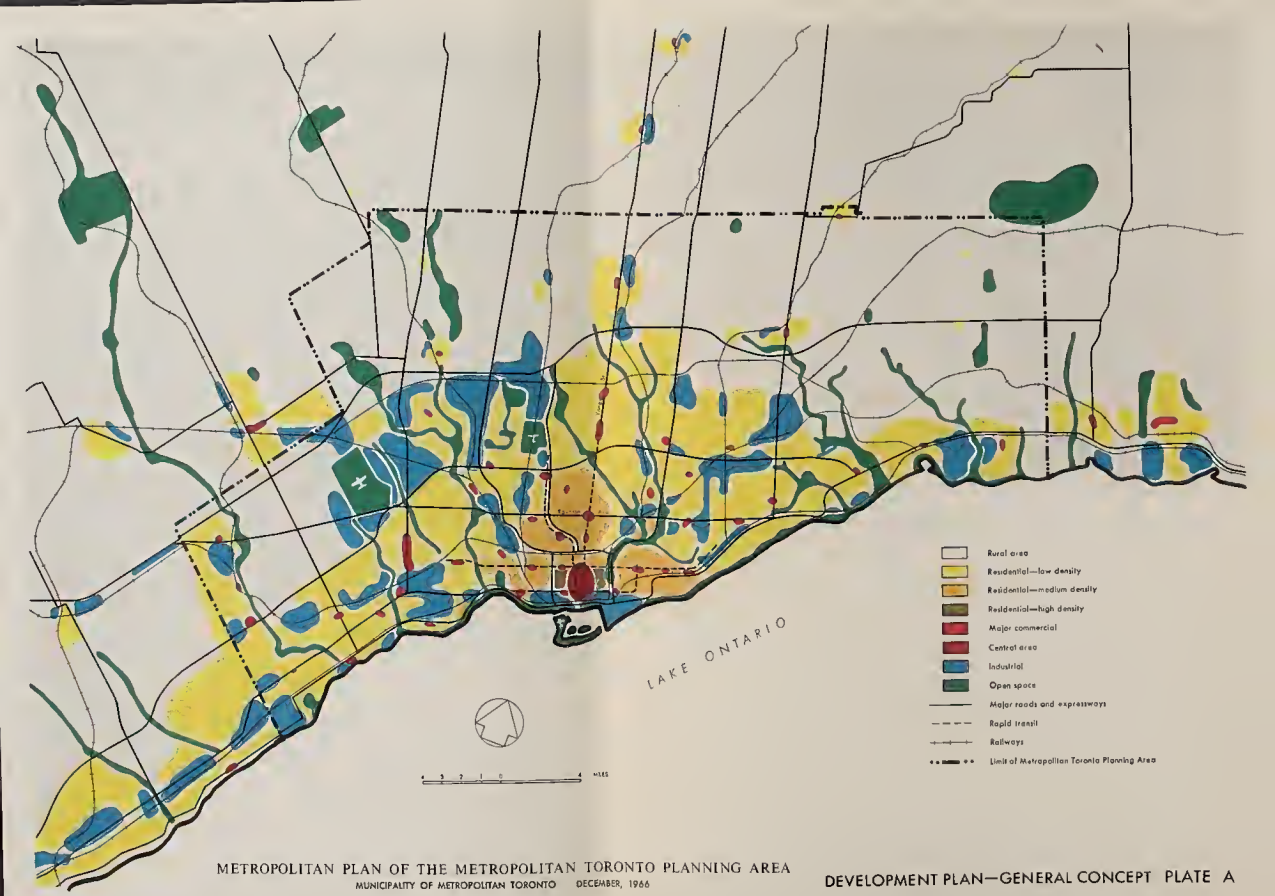
TABLES

1. Summary of Existing Land Uses, 1963 23
2. Summary of Designated Land Uses 23
3. Existing Land Uses by Planning District, 1963 24
4. Designated Land Use by Planning District 25
5. Existing Land Uses by Municipality, 1963 26
6. Population Trends by Planning District 27
7. Population Trends by Municipality 27

PLATES

1. Existing Land Use, 1963 29
2. Water Pollution Control Plan 31
3. Water Supply Plan 33
4. Regional Park Plan 35
5. Metropolitan Roads 37

DEVELOPMENT PLAN—GENERAL CONCEPT PLATE A



METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

DEVELOPMENT PLAN—GENERAL CONCEPT PLATE A

Section 1

BASIC CONCEPT

The Metropolitan Toronto Planning Area consists of 720 square miles with a present population of about 2,000,000 persons and a future urban population between 3½ and 4 million persons. It contains the six municipalities comprising The Municipality of Metropolitan Toronto and the thirteen surrounding fringe municipalities. The City of Toronto lies at the heart of the Planning Area, which in turn is the centre of the urban region extending to Hamilton, Kitchener, Guelph, Barrie and Oshawa.

The plan is based on the urbanization patterns of this region. It represents a projection of these patterns and an attempt to guide and regulate the growth of the area in a manner consistent with its history, geography and economy. It does not attempt to influence development outside the legal limits of the Planning Area; the limitations imposed by the enabling legislation preclude any attempt to base the Metropolitan Plan on such an objective.

While the plan envisages orderly and efficient development within the Planning Area over the next 20 to 30 years, the regulation of continued growth beyond this period is not covered by the present plan. The plan projects an urban development area which can be serviced effectively and with due regard for reasonable development standards. Whether growth beyond the projected level can be handled satisfactorily cannot be determined at the present time.

There is little doubt that there will be substantial pressures for further development in the fringe well beyond the provisions made by the Metropolitan Plan. These pressures could be accommodated in the form of continued spread of the Metropolitan urban area or by the development of new towns or other forms of decentralization. The responsibility for imposing such policies will, in the final analysis, rest with the Province.

It is not possible, at this time, to predict that the urban area projected for the period of this plan will in fact represent the most desirable limit of urban development in the context of conditions obtaining 20 or 30 years from now. It is therefore mandatory that the basic premises and principles underlying the plan be reviewed at frequent intervals. But it is equally important that the Province adopt and implement a regional development plan which ensures that the long-term growth of the economic region centering on Toronto will be regulated in the most effective manner.

The plan is not an exercise in civic design, although the major works for which the Metropolitan Corporation is responsible, and the general

development policies incorporated in the plan, will undoubtedly influence the appearance and amenity of the area. Nevertheless, the two-level planning machinery imposes on the local municipalities the basic responsibility for regulating and determining their own appearance and special characteristics, while imposing on the Metropolitan Corporation the responsibility for providing the area-wide services required for the development of the area as a whole. It is within this context that the basic concept of development has been established.

The general concept of development is illustrated in the Development Plan (General Concept). Development is to proceed in a broad urban ribbon along Lake Ontario, generally limited in depth to the effective range of lake-oriented water and sewage disposal services. This urban ribbon, though most intensely developed in the Toronto area, is part of a much broader development pattern, extending from Oshawa to Niagara, and is based in large part on the provision of a number of high-capacity facilities for rapid movement by road and rail roughly paralleling Lake Ontario. Water and sewage facilities are to be provided for the most part on the waterfront, both to make optimum use of the lake for this purpose and to promote the conservation of the upstream valley lands. Exceptions to this principle will be provided at selected upstream locations where these facilities are required in order to consolidate partly-developed settlements north of Metropolitan Toronto and where the absence of such facilities would pose a threat to the health of the inhabitants or would result in pollution of the watercourses flowing through the downstream recreation areas.

The urban area as a whole will be developed at a relatively moderate density, sufficiently low to permit adequate amenities and sufficiently high to permit a relatively compact urban area, with the most intense concentration at the centre of the area and at selected outlying locations at the focal points in the transportation system. The area will be largely dependent on downtown Toronto for major cultural, institutional and commercial services, and for a significant portion of its employment opportunities. Other employment areas will be dispersed throughout the area in relation to the transportation system so as to provide maximum facility for the journey to work.

Communication between the various parts of the area will be achieved through a balanced system of public and private transportation. The Provincial freeways, entering the area from the west, northwest, north and east, will connect with the urban expressways of Metropolitan Toronto, combining to form an expressway system composed of inner, intermediate and outer loops, with intersecting radials. Complementing the expressway system, which will provide for high traffic volumes travelling extensive distances and will particularly serve the widespread industrial areas, will be the arterial road system based largely on the original grid of concession and side roads which provides direct connections between all major residential, commercial and employment areas. The rapid transit system will connect the central employment concentration with the high and medium-density residential areas, and will in turn be connected through the surface bus system to the intermediate residential and employment areas. It is anticipated that this system will be supplemented by a rail commuter system providing connections to outlying residential communities.

The lakefront will be developed wherever possible for public recreational purposes by the acquisition of developed lands or utilization of undeveloped shoreline at suitable locations, by the creation of substantial park areas through landfill in appropriate sites, and by diversified recreational development of the Toronto Islands as the focus of the waterfront park complex. At the same time, the waterfront will continue to provide central and auxiliary harbour facilities, extensive areas for industries requiring lake frontage, and substantial residential areas of high amenity.

The valley lands which intersect the urban area at frequent intervals will be largely taken into public ownership for conservation purposes and will be used for a variety of active and passive recreational activities. They will form, with the Toronto Islands and the waterfront parks, the basic regional public park system of the area.

North of the urban development area, a substantial rural area will be maintained, devoted largely to agriculture but containing also small villages which will be permitted limited growth as market centres and as small-scale dormitory towns. Other non-intensive uses such as golf courses, large commercial recreation facilities, cemeteries, airports, institutions, and some limited low-density residential areas, will also develop in the rural area. Much of the rural area, particularly towards the northeast, will provide for a less organized form of leisure activity. The major public uses in the rural area will consist of large conservation areas containing extensive recreational facilities. Much of the recreational needs of the area's inhabitants will be satisfied in the large natural areas at the Credit Forks to the northwest, and the Glen Major Highlands to the northeast, as well as in the lakes and Provincial Parks within easy driving distance of Toronto.

Two broad "green wedges" of rural land will cut into the compact urban area from the northwest and northeast. The former is based in part on its relation to Toronto International Airport and the latter on its very distinctive topography, and both principally on the basis of their amenity value to the adjacent urban areas and on the fact that the defined urban area is ample in size and scope to accommodate all anticipated growth for an extended period of time. These areas are and may continue to be subjected to urban development pressures, but their development for widespread urban uses cannot be predetermined in the absence of a regional development plan.

Outside the Municipality of Metropolitan Toronto, the emphasis in the metropolitan development plan is generally toward the western section of the area, with development at the eastern end being restricted to a relatively narrow band extending to a depth of 3 or 4 miles from the lakeshore. This reflects the existing pattern and trend of development in southern Ontario with the pronounced emphasis toward the Toronto-Hamilton-Kitchener triangle, the undoubted suitability of these lands for both residential and industrial development, and the excellent transportation network which has been and is being developed by the Province of Ontario. This pattern is expressed most clearly in the concentration of industry in the northwest section of the Metropolitan Area near the centre of gravity of population in the greater region, and at the secondary centre of the expressway network.

While from certain aspects it might perhaps be desirable to project a more balanced geographic pattern of development for the Planning Area, this would not in fact represent a plan which could reasonably be implemented. The scheme illustrated in the Development Plan (General Concept) and detailed in the plan proper is considered to represent the best balance among population, employment, and transportation. It will accommodate the anticipated urban development for a period of up to 30 years; it allows for the provision of required urban services at suitable specifications in accordance with the anticipated distribution of population; and it will fit into the probable course of development in the larger region surrounding the Planning Area.

Section 2

ASSUMPTIONS

DEVELOPMENT CONCEPT

1. It is neither desirable nor necessary to reshape the present development pattern of the Planning Area to any arbitrary or theoretical "form". The existing land use pattern — comprised of a strong central area, widespread dispersion of residential and industrial districts, and a fairly reasonable distribution of open spaces — is basically sound. The pattern of existing land uses and established and committed transportation facilities and public works, which are the product of the geographical setting and historical development of the Planning Area, provide the point of departure for all future growth or redevelopment.

2. On the basis of the projected land use pattern, sufficient suitable land has or will be provided with all necessary services and facilities including transportation to accommodate all the population growth and urban development expected to take place in the foreseeable future. It is not necessary or desirable, therefore, to restrict artificially the normal growth of population and economic activity during this period to any preconceived "optimum" size, or to adopt extraordinary measures for this growth to be accommodated outside the projected urban area by such means as the establishment of satellite or dormitory communities.

SCOPE OF THE PLAN

3. Land development is largely a matter of private initiative, and the principal governmental responsibility rests in the regulation of development and the provision of public services.

4. Planning control and municipal works are carried out at both the Metropolitan and local levels of government. This basic division will continue irrespective of the actual form which municipal organization may take from time to time. The elements of the Metropolitan Plan should therefore be valid for the Planning Area irrespective of future changes in local municipal boundaries, and should distinguish between those matters which are within the scope of Metropolitan planning responsibility and those which are of local concern only.

5. The Metropolitan concern rests primarily with the general land use, transportation and servicing pattern, the overall distribution of population and employment and the establishment of suitable area-wide minimum development standards. In addition the Metropolitan responsibility for transportation and for area-wide amenities makes the development of the Central Area and the waterfront matters of direct Metropolitan concern.

6. The Metropolitan form of government permits adjustments to rectify financial dislocations resulting from an imbalance in residential and non-residential assessment. It is not necessary, therefore, that the overall land

use or population pattern be redesigned merely to achieve a balanced distribution of assessment for local financial purposes except where other remedial action has been shown to be inappropriate or ineffective. Similarly, the land use pattern in the fringe area should not be distorted merely for economic reasons, and financial problems in the fringe municipalities should be solved whenever possible by other means than the Metropolitan Plan.

POPULATION AND ECONOMIC CONSIDERATIONS

7. The Metropolitan Planning Area will receive a growing share of the nation's population and economic activity. A reasonable projection of past trends indicates a probable population of about 2,800,000 persons in the Planning Area by 1980.

8. The distribution of population within the Planning Area will be determined largely by the historic density pattern which indicates that gross population density tends to decrease with distance from the centre of the Metropolitan Area, the density in each concentric zone from the centre tends to increase over a period of time, and the average density tends to become more uniform over wide areas. Assuming these trends to continue, the probable population of the urban areas designated by the plan will be about 3,700,000 persons.

9. The economic development of the area, while continuing to rest in large part on secondary manufacturing industry, will depend increasingly on the growth of those commercial, institutional, professional and government services by which Toronto serves a much wider region than the Planning Area itself. This will strongly influence the land use requirements throughout the Planning Area.

10. The need to preserve agricultural land simply for the sake of continued agricultural production, while not entirely essential to the food supply of the area, provides an amenity and gives dimension to the adjacent urban development area.

HOUSING REQUIREMENTS

11. Concurrent with changes in the nature of the area's economy and growth in population and employment, a gradual change will occur in the population composition leading to:

    (a) An increasing number of families and individuals requiring unshared accommodation.

    (b) A substantial reduction in the amount of overcrowding and doubling-up.

    (c) A substantial increase in the housing stock and a wider variety in the type of accommodation.

    (d) A significant increase in the intensity of residential land development.

12. The housing needs of the various income groups are Metropolitan-wide in scope, transcending municipal boundaries, and in particular the deter-

mination of the amount, kind and location of publicly-owned housing within Metropolitan Toronto should rest with the Ontario Housing Corporation and the Metropolitan Corporation rather than with the area municipalities, provided that such housing is constructed in compliance with local zoning by-laws and development controls. It is desirable that local municipalities cooperate in the selection of appropriate sites for public housing.

TRANSPORTATION REQUIREMENTS

13. The movement of persons and goods on a Metropolitan scale is not possible without the provision of facilities for both private and public transportation, and the transportation requirements of the area can be satisfied properly only by the provision of such facilities in a balanced system.

14. The effectiveness of the rapid transit system is largely dependent on the availability of an extensive surface transit network and terminal parking facilities.

15. The established system of concession roads, widened in most cases and supplemented by other roads where warranted by traffic density, will provide an adequate arterial road system for the area and a suitable basis for the surface transit network. The arterial road system can only function properly when coordinated with an adequate expressway network and a suitable system of local and collector roads.

16. Regulation of parking on a coordinated Metropolitan-wide basis is an essential element of overall transportation policy.

17. To enable arterial roads to fulfil their function in the most efficient manner, it is necessary that their ultimate rights-of-way be safeguarded and that access to them be regulated.

SANITATION REQUIREMENTS

18. The provision of a safe water supply and the disposal of sanitary and other waste are related services which can be provided adequately only under unified public control. A public servicing system which integrates the water supply and sewage disposal processes is a fundamental requirement for the urban development of the area and for the maintenance of an acceptable standard of public health.

19. In the rural sectors of the Planning Area, private wells and septic tanks will be adequate to meet the sanitation requirements of farms and hamlets and occasional commercial and industrial installations. In addition, soil conditions in the Lorne Park district of Toronto Township are such that septic tank drainage may be considered generally satisfactory for the type and density of development which has taken place, but in some parts of that area where the Township and/or the Ontario Water Resources Commission has determined that such conditions do not exist, public sewer facilities may be required. In all other areas, sanitary sewers are necessary.

20. Existing and future urban development will create surface water drainage problems which will require positive municipal action to prevent flooding. Basic storm drainage in the Planning Area can be provided through

the natural water-courses supplemented by local municipal storm sewer systems and interceptor trunk storm sewers as required.

21. The provision and maintenance of a clean, healthy atmospheric environment for optimum comfort and productivity, the protection of trees and vegetation for esthetic purposes, and the protection of property from soiling, corrosion and deterioration, can best be provided by comprehensive, unified public air pollution control service using uniform control regulations and procedures throughout the urban development area.

PARK REQUIREMENTS

22. The distinctive natural features of the region, consisting primarily of the extensive valleys and ravines, the Toronto Islands, and the waterfront, are adequate to provide a public regional park system which can be developed for the benefit of residents of the Planning Area as a whole.

23. A public regional park system cannot satisfy all of the requirements for public open space, particularly in meeting day-to-day recreational needs or in supplying specialized recreational facilities for people in their immediate neighbourhoods or communities. For this purpose, the public park systems of the local municipalities will provide parkland suitable for active recreation.

    For the purposes of the Metropolitan Plan, it is assumed that each local municipality will endeavour to provide a minimum of 2½ acres of local public parkland per 1,000 persons, including 1¼ acres per 1,000 persons within walking distance (½ mile) of the population to be served, in all areas where large scale urban growth is being experienced. In residential redevelopment areas where the achievement of this standard in publicly-owned lands may be impracticable, it is assumed that the objective will be met by the acquisition of as much publicly-owned parkland as possible with the balance provided in private open space and recreational areas developed on residential building sites.

24. Existing private golf courses and major private commercial recreational areas represent land uses of regional significance because they are available to inhabitants of the Planning Area as a whole irrespective of their place of residence. Redevelopment of an existing golf course having special value to the community at large as an amenity may be discouraged through agreement whereby the open space would be taxed on the basis of an assessment fixed at a rate consistent with its golf club use until such time as its redevelopment for other urban purposes is proposed when taxes would be levied based on its retroactive re-assessment at the rate prevailing for the proposed new use.

25. Proposed recreational facilities within the Planning Area would not be adequate for the inhabitants' requirements without the major public parklands developed outside the Planning Area by the Metropolitan Toronto and Region Conservation Authority, the Credit Valley Conservation Authority and the Province of Ontario, and without the private resort areas of Central Ontario. It is assumed for the purposes of this plan that these authorities will maintain their established programmes of park acquisition and development.

SCHOOL REQUIREMENTS

26. Public elementary and secondary and separate elementary school accommodation requirements are determined in the Metropolitan Planning Area by the local Boards of Education and Separate School Boards. In Metropolitan Toronto, the financial responsibility for the provision of public school facilities rests with the Metropolitan School Board.

Section 3

OBJECTIVES OF THE PLAN

GENERAL PURPOSES

1. To present a clear plan for the pattern of future development as a guide for public and private actions.

2. To establish the general land use pattern of the Planning Area by allocating land for various purposes in locations and amounts most appropriate for each purpose.

3. To specify the general distribution of future population and density of residential development throughout the urban development area.

4. To establish the basic transportation system required for the Planning Area.

5. To formulate suitable policies with respect to the provision of basic public services required to support the growth in the urban development area.

6. To establish suitable policies for the regulation of development which meet the general objectives of the plan, while at the same time permitting local municipalities to establish policies permitting local variety and diversity.

DEVELOPMENT OBJECTIVES

7. To provide for development to proceed in an orderly fashion and at a reasonable level in all parts of the urban development area without wasting or underutilizing municipal services or scattering scarce resources.

8. To encourage partially developed areas to consolidate over a period of time without requiring their complete development prior to the development of new areas.

9. To achieve a balanced stock of housing accommodation at a wide range of densities in all major sectors of the Planning Area in order to:

   (a) Satisfy the varying housing requirements of families and households of different sizes and income levels.

   (b) Establish a pattern of diversified development throughout the Planning Area.

10. To encourage the conservation of the stock of existing housing, and to encourage a programme of housing rehabilitation to meet the long-term requirements for low and moderate rental housing which are only partially satisfied by new public and private construction.

11. To establish an urban development area with clearly delineated and well-defined boundaries within which the development of urban land uses will generally be confined, in order to:

(a) Permit the effective and economic utilization of public works and services.

(b) Permit reasonable access for the urban population to the open space resources of the countryside.

(c) Conserve the water resources of the Planning Area.

(d) Curtail "urban sprawl" and mitigate the injurious effects which uncontrolled expansion of urban uses may have on continuing agricultural activity in the non-urban area.*

12. To allocate within the urban development area sufficient land to accommodate all of the growth anticipated to 1980 and well beyond, in order to have available an extensive reserve of land which may be used for urban purposes, and thereby:

(a) Provide for a possible growth level above that anticipated, or at a different rate than projected, and to accommodate unanticipated or unpredictable occurrences and technological changes.

(b) Permit a high degree of flexibility in the choice of sites for land development.

(c) Allow for the development of a full range of ancillary activities, such as large-scale institutional uses, whose needs and locations cannot be predicted accurately at this time.

(d) Allow for future development, beyond the period of the plan, to proceed in conformity with the planned pattern of land uses and services.

(e) Direct development pressures into suitable urban areas and divert development pressures which might otherwise be imposed over substantial sections of the designated rural area.

(f) Permit development to proceed simultaneously in different parts of the fringe area which are outside the jurisdiction of the Metropolitan Corporation and in which there are no unified development policies or servicing programmes.

(g) Establish future industrial districts on a generous basis in order to forestall the prior development of such lands with other uses which may be immediately more profitable, and thereby ensure the availability of adequate industrial land to satisfy the long-term economic requirements of the Planning Area.

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*Urban sprawl is the premature development of essentially rural lands for urban purposes without urban services being available or anticipated. It is frequently generated in a rural area by the development of a neighbouring urban area, but is not related to or coordinated with such development. It results from the uncontrolled growth of an area at a rate disproportionate to its means. Continued or accelerated growth of an urban area does not represent urban sprawl, however, when such growth is based directly upon the provision of all services associated with the urban area experiencing the growth.

13. To provide a balanced pattern of housing and employment opportunities and transportation facilities in all major sectors of the Planning Area in order to reduce the need to commute while facilitating the ability to commute.

14. To foster both concentration and dispersion of commercial, residential and industrial development, by:

    (a) Permitting the intensive development of the Central Area with a complete range of commercial and cultural services accessible to each other by pedestrian movement and to all other parts of the urban development area by efficient means of mass transportation.

    (b) Permitting the development of subcentres with a wide range of commercial services, institutional facilities, and office employment, each readily accessible to residential districts by an efficient system of public and private transportation.

    (c) Permitting intensive specialized industrial development within the more central areas, and low density industrial development on dispersed low-coverage sites capable of long-term expansion in suburban industrial districts.

15. To permit the orderly transition to industrial use of areas of residential occupancy within industrial districts, and to provide for the orderly removal of incompatible industrial uses in predominantly residential districts.

TRANSPORTATION OBJECTIVES

16. To provide for the safe and efficient movement of persons and goods, and to minimize the time, cost and inconvenience of the journey to work, and, in particular, to provide a transportation system which will:

    (a) Establish public and private transportation facilities at suitable locations and with appropriate specifications to best discharge their proper function.

    (b) Reasonably satisfy the peak period traffic demand.

    (c) Reduce the total travel time of all trips to a minimum and increase average travelling speed to a maximum.

    (d) Increase accessibility and mobility between all parts of the urban development area to a maximum.

    (e) Provide suitable facilities for truck movements.

    (f) Provide suitable facilities for travel to major recreation facilities.

    (g) Provide facilities in which passengers will not be exposed to harmful concentrations of exhaust gases, and encourage the use of such facilities.

17. To establish an expressway network which will:

    (a) Accommodate heavy volumes of traffic moving relatively long distances at high speeds under free-flowing conditions, and remove such trips from the arterial road system.

    (b) Provide an inner and intermediate ring-road system within the urban development area, and an outer ring outside the urban development area, with radial routes providing reasonable connections to most major industrial concentrations and between the central business district and major urban districts.

    (c) Provide direct connections to the Provincial highway network.

    (d) Provide suitable interchange with the arterial road system.

18. Establish an arterial road network which will:

    (a) Accommodate heavy volumes of medium and short distance trips at medium to high speeds.

    (b) Provide direct connections between all major residential, industrial, commercial and recreation areas.

    (c) Serve adjacent properties to a degree consistent with the primary traffic function of the roads.

    (d) Connect to rural arterial roads.

19. To establish a network of intermediate and collector roads to collect and distribute traffic between the local and arterial streets.

20. To establish a public transportation system which will:

    (a) Provide rapid transit facilities for heavy passenger volumes between the central business district and major residential and commercial concentrations.

    (b) Provide a surface transit network connecting major residential, industrial and commercial areas, and serving as a feeder system for the rapid transit system.

    (c) Provide an express bus system feeding the rapid transit system.

    (d) Provide adequate facilities for the movement of persons without access to private cars.

21. To provide for and ensure the effective integration of a rail commuter system to connect outlying urban development and the areas beyond the Planning Area to the rapid transit system and to the central business district.

22. To limit and regulate vehicular access to arterial roads where little or no frontage development has occurred, and to regulate the design of access to arterial roads where redevelopment takes place.

23. To regulate the provision or prohibition of parking, and its pricing, in order to coordinate parking with overall Metropolitan transportation policies.

CONSERVATION AND SANITATION OBJECTIVES

24. To ensure the preservation of the area's important natural recreation amenities and the conservation of its natural assets.

25. To provide comprehensive and coordinated public water supply and sewage disposal systems designed to remove pollutants from the waters of the Planning Area and prevent their recontamination, thereby improving the quality of the water supply and safeguarding natural recreational assets.

26. To provide for the reasonable and adequate public control of:

    (a) The quality of Lake Ontario waters as the major source of water supply and as a major recreational asset.

    (b) The development and operating efficiency of upstream sewage treatment plants in order to safeguard the quality of the water and recreational use of rivers and creeks.

    (c) The development of land requiring private well water supply and septic tank sewage disposal.

    (d) Those watercourses which are required to remain substantially in their natural state as an essential part of a storm water drainage system.

    (e) Air pollution, by such means as will:

        (i) Reduce the general level of pollution caused by all types of equipment.

        (ii) Locate land uses in relationships which will reduce the effects of those uses which are the primary sources of pollution.

PARK OBJECTIVES

27. To provide regional parkland at a ratio of 5 acres per 1,000 persons in Metropolitan Toronto and 7½ acres per 1,000 persons in the whole of the Planning Area.

28. To provide for the establishment of a regional park system which conforms to desirable area-wide standards by developing to the maximum practical extent for recreational use the outstanding natural features of the Planning Area, particularly the Toronto Islands, the waterfront, and the major river valleys.

29. To provide regional public open space in sections of Metropolitan Toronto which would otherwise be poorly served by reason of their remoteness from the valleys and the waterfront.

30. To establish principles with respect to the development and use of regional parks.

31. To control the redevelopment of special open spaces such as the waterfront, golf courses, and large private recreational areas.

SCHOOL OBJECTIVES

32. To ensure the coordination of population distribution and composition with available school facilities.

Section 4

CRITERIA FOR ASSUMPTION OF METROPOLITAN ROADS

1. Roads of major importance in Metropolitan Toronto, which conform to at least three of the following criteria, qualify as Metropolitan Roads and may be assumed by the Metropolitan Corporation, which will then be responsible for their maintenance and improvement and for the establishment of traffic control standards and policies governing their use:

    (a) A major arterial road located adjacent to or on the Metropolitan boundary, or not less than 1 mile or more than 1¼ miles from parallel roads qualifying as Metropolitan Roads, excluding expressways.

    (b) A road comprising a reasonably direct and unbroken traffic route the terminals of which connect with major arterial roads. Such a route may include a linkage, either existing or proposed, required to cross or circumvent a physical barrier that breaks the logical continuity of the route.

    (c) A road connecting to one or more existing or proposed expressways at a grade-separated interchange either directly or via a linkage of not more than ½ mile in length.

    (d) A road extending continuously across at least ⅔ of Metropolitan Toronto.

    (e) A road extending or capable of extension beyond the boundary of Metropolitan Toronto either as an existing Kings Highway, County Road, or Township concession road.

2. In addition to the criteria outlined above, any road complying with either of the following special circumstances qualifies and may be assumed as a Metropolitan Road:

    (a) A road constructed by the Metropolitan Corporation for the purpose of improving traffic movements between Metropolitan Roads to which it connects directly.

    (b) A road assumed by the Metropolitan Corporation for the purpose of developing a direct connection between an expressway interchange and one or more existing Metropolitan Roads.

3. A route or part of a route which qualifies as a Metropolitan Road in accordance with the above criteria may be assumed by the Metropolitan Corporation:

    (a) When it has an annual average daily traffic volume of not less than 8,000 vehicles;

(b) Or, where it constitutes a desirable connection of up to 1½ miles in length between two Metropolitan routes or sections of a route.

4. Roads on the boundary of Metropolitan Toronto complying with the criteria outlined above may be assumed in their entirety as Metropolitan Roads.

Section 5

RECOMMENDED STANDARDS FOR ROADS DEVELOPMENT

It is considered desirable that a uniform minimum standard of roads development based on reasonable highway engineering criteria be observed throughout the Planning Area. The following standards, though not considered to be a complete set of specifications for roadways, are recommended to all local municipalities as a guide to the economic improvement of the road system as required by the plan.

	Local Roads	Intermediate & Collector Roads	Arterial or Metropolitan Roads
Design Speed	Stop Conditions	30 m.p.h.	50 m.p.h.
Minimum S.S.S.D.	200′	275′	350′
Maximum Horizontal Curvature	Stop Conditions	D = 13° R = 440′±	D = 5° R = 1150′±
Min. Tangent Length between Curves	250′	250′	400′
Superelevation	As required	As required	As required
Transition	None	None	LS = 150
Superelevation Runoff	None	None	None
Minimum Grades	0.5%	0.75% - 0.5% minimum	0.75% - 0.5% minimum
Maximum Grades	10%	6%	5%
R.O.W. Widths	66′	66′ –-86′	86′ – 120′
Min. Pavement Widths between curbs	30′	32′	50′ – 74′ plus median
Curb radius at major arterial road	25′	30′	55′
R.O.W. radius at major arterial road	20′	25′	50′
Intersection angle	70 - 90°	70 – 90°	70 – 90°
Curve Approaches	200′	250′ Tangent through intersection	400′ Tangent through intersection

The Design Speed is selected approximately 10 m.p.h. above the average running speed in off-peak conditions.

The Safe Stopping Sight Distance is the distance a vehicle will travel before coming to a safe stop after the driver has seen an object which requires a stop. Two and one-half seconds are allowed for perception and reaction time and the co-efficient of friction selected is for the wet pavement condition.

Maximum Horizontal Curvature: The curvature is selected so that the roadway may be elevated to its highest possible use in the category intended as required by traffic, i.e. an arterial road may be constructed initially with two lanes and a light pavement, but may be increased to six lanes and a heavy duty pavement when required by development in the area. When subdivision roads are spaced 2000 feet apart and all lots back on a Metropolitan Road with no access or bus stop requirements, curvature can be increased to 8° (715′) with superelevation as required.

Minimum Tangent Length Between Curves: This length is required to establish street intersections and major access points on tangent and not on the curves.

Superelevation: Superelevation as required is considered detrimental in an urban area due to bus stops, access points, and street intersections. It should be avoided in all but the most exceptional cases or on controlled access routes.

Transition and Superelevation Run-off: Transition and superelevation will not normally be required. If, in an exceptional case, it is allowed, the minimum length should be one hundred and fifty feet.

Minimum Grades: The minimum grade selected is for the curbed roadway drainage since it is considered that the roads in question will be eventually curbed if they are not in the initial stage.

Maximum Grades: The maximum grades selected take into consideration the speed of buses and heavy loads up the grade from a stop condition at a speed so as not to impede the movement of through traffic excessively.

R.O.W. Widths: Right-of-way widths selected are the minimum required for the ultimate development of the pavement and to locate the utilities on the roadway. Additional widths may be required at major intersections and for grading.

Minimum Pavement Widths: Minimum pavement widths between curbs are shown as the lowest width recommended for the class of roadway. The pavement width of a 4-lane and 6-lane roadway should be respectively 50 feet and 74 feet from curb to curb plus the width of a median where appropriate.

Curb Radius at Major Arterial Road: The curb radius shown is selected to move the largest vehicle in normal use on the roadway without excessively impeding through traffic. Some industrial collector roads will require a larger radius.

R.O.W. Radius at Major Arterial Road: The right-of-way radius is selected to provide sidewalk and utility locations beyond the pavement.

The Intersection Angle: Control of this angle is required in order that proper turning movements may be designed into the intersection.

Curve Approaches: A curve at an approach to an intersection is to be controlled so that the end or beginning of the curve is located in such a manner that a minimum tangent distance is provided through the intersection.

Major Intersection Spacing: Control of major intersection spacing on future Metropolitan Roads is required in order to operate traffic efficiently through signal controlled intersections. Computer control is considered in this spacing. Major intersection spacing of future Metropolitan Roads of 2200 feet is desirable, but not less than 1200 feet should be provided in any event.

TABLE 1

SUMMARY OF EXISTING LAND USES, 1963

Land Use	Metropolitan Area		Fringe Areas		Total Planning Area	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Residential	64,082	41.5	20,633	6.7	84,715	18.4
Industrial	10,027	6.5	3,520	1.1	13,547	2.9
Commercial	2,888	1.9	309	0.1	3,197	0.7
Open Space	18,523	12.0	21,701	7.1	40,224	8.7
Institutional	1,532	1.0	142	—	1,674	0.4
Transportation and Utilities	11,497	7.4	11,073	3.7	22,570	4.9
Agricultural or Vacant	45,871	29.7	249,192	81.3	295,063	64.0
	154,420	100.0	306,570	100.0	460,990	100.0

NOTE: Existing land uses comprise the developed portions of the major land use areas designated on Map II.

TABLE 2

SUMMARY OF DESIGNATED LAND USES

Predominant Land Use	Metropolitan Toronto		Fringe Areas		Total Planning Area	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Residential: Urban	85,533	55.3	48,256	15.7	133,789	29.0
Rural	—	—	3,771	1.2	3,771	0.8
Industrial: Urban	27,722	17.9	23,168	7.6	50,890	11.0
Rural	—	—	33	—	33	—
Major Commercial	4,391	2.8	1,314	0.4	5,705	1.2
Open Space: Public	14,710	9.5	18,378	6.0	33,088	7.2
Private	3,891	2.7	5,328	1.7	9,219	2.0
Major Institutional	2,916	1.9	632	0.2	3,548	0.8
Transportation and Utilities	11,890	7.7	14,946	4.9	26,836	5.8
Agricultural	3,367	2.2	190,744	62.3	194,111	43.0
	154,420	100.0	306,570	100.0	460,990	100.0

TABLE 3

EXISTING LAND USES BY PLANNING DISTRICT, 1963

Planning District	Residential		Industrial		Commercial		Open Space		Institutional		Transp. & Utilities		Agricultural or Vacant		TOTAL	
	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total
1	2,087	29.3	1,325	18.6	664	9.3	976	13.7	413	5.8	1,226	17.2	437	6.1	7,128	100.0
2	4,242	69.0	377	6.1	325	5.3	783	12.7	11	0.2	336	5.5	76	1.2	6,150	100.0
3	6,416	58.9	1,568	14.4	193	1.8	987	9.1	134	1.2	720	6.6	873	8.0	10,891	100.0
4	7,270	71.8	385	3.8	324	3.2	1,098	10.8	210	2.1	414	4.1	422	4.2	10,123	100.0
5	4,165	44.0	716	7.6	47	0.5	1,693	17.9	29	0.3	492	5.2	2,323	24.5	9,465	100.0
6	5,490	71.9	403	5.3	202	2.6	782	10.2	4	0.1	492	6.4	268	3.5	7,641	100.0
7	2,210	53.4	758	18.3	102	2.5	125	3.1	103	2.5	399	9.7	442	10.5	4,139	100.0
8	8,018	50.2	903	5.7	218	1.4	1,678	10.5	53	0.3	1,315	8.2	3,795	23.7	15,980	100.0
9	1,832	16.9	950	8.8	22	0.2	2,131	19.7	71	0.7	800	7.4	5,002	46.3	10,808	100.0
10	2,552	20.0	863	6.8	68	0.5	1,326	10.4	137	1.1	1,801	14.1	6,021	47.1	12,768	100.0
11	5,794	56.4	110	1.1	181	1.8	1,610	15.7	199	1.9	431	4.2	1,947	18.9	10,272	100.0
12	408	9.6	—	—	—	—	335	7.9	—	—	230	5.4	3,278	77.1	4,251	100.0
13	7,098	51.6	1,192	8.7	273	2.0	968	7.0	63	0.4	1,046	7.6	3.124	22.7	13,764	100.0
14	2,815	58.9	42	0.9	110	2.3	647	13.5	105	2.2	124	2.6	940	19.6	4,783	100.0
15	1,749	25.3	88	1.3	96	1.4	1,414	20.5	—	—	386	5.5	3,175	46.0	6,908	100.0
16	1,936	10.0	347	1.8	63	0.3	1,970	10.2	—	—	1,285	6.6	13,748	71.1	19,349	100.0
Metro Toronto	64,082	41.5	10,027	6.5	2,888	1.9	18,523	12.0	1,532	1.0	11,497	7.4	45,871	29.7	154,420	100.0
17	3,159	14.6	751	3.5	22	0.1	1,420	6.6	—	—	597	2.7	15,701	72.5	21,650	100.0
18	5,511	10.3	1,326	2.5	151	0.3	3,140	5.9	37	0.1	5,654	10.6	37,451	70.3	53,270	100.0
19	1,320	2.5	27	0.1	—	—	7,639	14.7	—	—	743	1.4	42,421	81.3	52,150	100.0
20	4,908	8.1	1,088	1.8	92	0.2	1,950	3.2	98	0.2	1,758	2.8	50,996	83.7	60,890	100.0
21	1,754	4.1	39	0.1	22	0.1	1,714	4.0	—	—	335	0.8	38,936	90.9	42,800	100.0
22	1,178	2.3	—	—	—	—	2,937	5.7	—	—	941	1.8	46,684	90.2	51,740	100.0
23	2,803	11.6	289	1.2	22	0.1	2,901	12.2	7	—	1,045	4.3	17,003	70.6	24,070	100.0
Fringe Areas	20,633	6.7	3,520	1.1	309	0.1	21,701	7.1	142	—	11,073	3.7	249,192	81.3	306,570	100.0
Metro Toronto Planning Area	84,715	18.4	13,547	2.9	3,197	0.7	40,224	8.7	1,674	0.4	22,570	4.9	295,063	64.0	460,990	100.0

NOTE: Existing land uses comprise the developed portions of the major land use areas designated on Map II.

TABLE 4
DESIGNATED LAND USE BY PLANNING DISTRICT

Planning District	Residential				Industrial				Commercial		Open Space				Institutional		Transp. & Utilities		Agricultural		TOTAL	
	Urban		Rural		Urban		Rural				Public		Private									
	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total
1	1,458	20.4	—	—	2,177	30.5	—	—	792	11.1	923	12.9	122	1.8	590	8.3	1,066	15.0	—	—	7,128	100.0
2	4,201	68.3	—	—	423	7.2	—	—	422	6.6	751	12.2	—	—	12	0.2	341	5.5	—	—	6,150	100.0
3	6,604	60.5	—	—	2,184	20.1	—	—	304	2.8	688	6.3	264	2.6	125	1.1	722	6.6	—	—	10,891	100.0
4	7,565	74.6	—	—	443	4.4	—	—	405	4.1	842	8.3	263	2.6	200	2.0	405	4.0	—	—	10,123	100.0
5	5,800	61.2	—	—	1,294	13.7	—	—	105	1.1	1,279	13.5	353	3.7	37	0.4	597	6.4	—	—	9,465	100.0
6	5,638	73.9	—	—	471	6.2	—	—	133	1.7	842	11.0	—	—	95	1.2	462	6.0	—	—	7,641	100.0
7	2,011	48.5	—	—	1,598	38.6	—	—	100	2.4	117	2.9	—	—	102	2.5	211	5.1	—	—	4,139	100.0
8	10,033	62.8	—	—	2,117	13.2	—	—	587	3.7	1,110	6.9	668	4.2	61	0.4	1,404	8.8	—	—	15,980	100.0
9	3,246	30.0	—	—	3,980	36.8	—	—	185	1.7	1,398	12.9	737	6.9	76	0.7	894	8.3	292	2.7	10,808	100.0
10	4,687	36.7	—	—	3,665	28.7	—	—	111	0.9	1,032	8.1	320	2.5	1,071	8.4	1,882	14.7	—	—	12,768	100.0
11	7,409	72.1	—	—	206	2.0	—	—	225	2.2	1,252	12.2	411	6.8	163	1.6	606	5.9	—	—	10,272	100.0
12	2,977	70.0	—	—	574	13.5	—	—	60	1.4	205	4.8	96	2.3	—	—	339	8.0	—	—	4,251	100.0
13	8,215	59.7	—	—	3,162	23.0	—	—	314	2.3	626	4.5	348	2.6	104	0.7	995	7.2	—	—	13,764	100.0
14	3,353	70.1	—	—	240	5.0	—	—	224	4.7	534	11.2	93	1.9	126	2.6	213	4.5	—	—	4,783	100.0
15	4,309	62.4	—	—	418	6.0	—	—	214	3.1	1,410	20.4	—	—	129	1.9	428	6.2	—	—	6,908	100.0
16	8,027	41.5	—	—	4,770	24.6	—	—	210	1.1	1,701	8.8	216	1.1	25	0.1	1,325	6.9	3,075	15.9	19,349	100.0
Metro Total	85.533	55.3	—	—	27,722	17.9	—	—	4,391	2.8	14,710	9.5	3,891	2.7	2,916	1.9	11,890	7.7	3,367	2.2	154,420	100.0
17	12,717	58.3	55	0.2	4,846	22.2	—	—	162	0.7	1,155	5.3	282	1.3	63	0.3	1,150	5.2	1,388	6.5	21,818	100.0
18	12,506	23.5	200	0.4	8,767	16.5	—	—	711	1.3	2,620	4.9	940	1.8	154	0.3	6,536	12.3	20,668	39.0	53,102	100.0
19	541	1.0	597	1.1	480	0.9	—	—	—	—	6,453	12.4	1,213	2.2	—	—	1,257	2.4	41,609	80.0	52,150	100.0
20	11,831	19.4	918	1.5	4,762	7.8	—	—	171	0.3	1,863	3.1	1,293	2.1	317	0.5	3,000	4.9	36,735	60.4	60,890	100.0
21	2,626	6.2	1,500	3.5	702	1.6	33	0.1	70	0.2	915	2.1	916	2.1	—	—	784	1.8	35,254	82.4	42,800	100.0
22	—	—	501	1.0	—	—	—	—	—	—	2,754	5.3	372	0.7	—	—	1,008	1.9	47,105	91.1	51,740	100.0
23	8,035	33.4	—	—	3,611	15.0	—	—	200	0.8	2,618	10.9	312	1.3	98	0.4	1,211	5.0	7,985	33.2	24,070	100.0
Fringe Areas	48,256	15.7	3,771	1.2	23,168	7.6	33	—	1,314	0.4	18,378	6.0	5,328	1.7	632	0.2	14,946	4.9	190,744	62.3	306,570	100.0
Metro Toronto Planning Area	133,789	29.0	3,771	0.8	50,890	11.0	33	—	5,705	1.2	33,088	7.2	9,219	2.0	3,548	0.8	26,836	5.8	194,111	43.0	460,990	100.0

TABLE 5

EXISTING LAND USES BY MUNICIPALITY, 1963

Municipality	Residential		Industrial		Commercial		Open Space		Institutional		Transport & Utilities		Agricultural or Vacant		TOTAL	
	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total	Acres	% of Total
City of Toronto	14,559	60.7	2,248	9.4	1,467	6.1	2,448	10.2	495	2.1	2,149	8.9	623	2.6	23,989	100.0
Borough of East York	3,034	58.0	565	10.8	48	0.9	837	16.0	3	—	409	7.8	337	6.5	5,233	100.0
Borough of Etobicoke	12,061	39.0	2,610	8.4	342	1.1	3,935	12.7	227	0.7	2,513	8.1	9,239	30.0	30,927	100.0
Borough of North York	17,075	39.1	2,406	5.5	400	0.9	5,456	12.5	591	1.3	3,298	7.6	14,438	33.1	43,664	100.0
Borough of Scarborough	13,599	30.4	1,669	3.7	541	1.2	4,998	11.2	168	0.4	2,842	6.3	20,990	46.8	44,807	100.0
Borough of York	3,754	64.7	529	9.1	90	1.5	849	14.6	48	0.8	286	4.9	244	4.4	5,800	100.0
Metro Toronto	64,082	41.5	10,027	6.5	2,888	1.9	18,523	12.0	1,532	1.0	11,497	7.4	45,871	29.7	154,420	100.0
Ajax	415	13.6	212	7.0	17	0.6	457	15.0	7	0.2	61	2.0	1,874	61.6	3,043	100.0
Markham Twp.	2,430	3.7	357	0.6	—	—	2,267	3.4	47	0.1	734	1.1	60.086	91.1	65,940	100.0
Markham Vill.	566	28.5	12	0.6	12	0.6	149	7.5	—	—	40	2.0	1,209	60.8	1,988	100.0
Pickering Twp.	3,375	4.7	47	0.1	5	—	5,289	7.3	—	—	1,871	2.6	61,575	85.3	72,162	100.0
Pickering Vill.	191	31.6	30	5.0	—	—	94	15.7	—	—	53	8.8	236	38.9	604	100.0
Port Credit	400	65.4	122	19.9	23	3.9	32	5.2	—	—	10	1.6	24	4.0	611	100.0
Richmond Hill	1,083	64.5	139	8.2	54	3.2	20	1.2	—	—	40	2.4	344	20.5	1,680	100.0
Stouffville	334	20.5	10	0.6	10	0.6	21	1.3	—	—	28	1.7	1,230	75.3	1,633	100.0
Streetsville	473	47.8	22	2.2	22	2.2	123	12.4	—	—	29	2.9	320	32.5	989	100.0
Toronto Twp.	7,795	10.6	1,932	2.6	128	0.2	4,405	6.0	36	0.1	6,212	8.5	52,812	72.0	73,320	100.0
Toronto Gore	213	1.4	—	—	—	—	20,032	13.0	—	—	—	—	13,325	85.6	15,570	100.0
Vaughan	3,108	4.6	610	0.9	19	—	6,662	9.7	52	0.1	1,967	2.9	55,973	81.8	68,391	100.0
Woodbridge	250	39.2	27	4.2	—	—	150	23.4	—	—	28	4.4	184	28.8	639	100.0
Fringe Areas	20,633	6.7	3,520	1.1	309	0.1	21,701	7.1	142	—	11,073	3.7	249,192	81.3	306,570	100.0
Metro Toronto Planning Area	84,715	18.4	13,547	2.9	3,197	0.7	40,224	8.7	1,674	0.4	22,570	4.9	295,063	64.0	460,990	100.0

NOTE: Existing land uses comprise the developed portions of the major land use areas designated on Map II.

TABLE 6
POPULATION TRENDS BY PLANNING DISTRICT

Planning District	1951 (Census) Persons	1951 (Census) % of Total	1961 (Census) Persons	1961 (Census) % of Total	1965 (Estimate) Persons	1965 (Estimate) % of Total	Future Population (Estimate)* Persons	Future Population (Estimate)* % of Total
1	146,586	13.1	124,983	7.7	125,800	6.9	142,000	5.2
2	230,203	20.6	243,162	15.0	240,800	13.1	260,300	9.6
3	166,768	14.9	221,488	13.7	232,600	12.7	274,000	10.1
4	159,894	14.3	194,937	12.0	205,800	11.2	245,400	9.1
5	6,306	0.6	46,088	2.8	76,000	4.1	133,900	4.9
6	237,993	21.3	231,386	14.3	231,300	12.6	259,900	9.6
7	41,176	3.7	60,610	3.7	63,500	3.6	68,400	2.5
8	41,786	3.7	109,644	6.8	147,400	8.0	193,800	7.2
9	2,080	0.2	28,416	1.8	39,700	2.2	74,500	2.7
10	8,464	0.7	47,213	2.9	79,500	4.3	155,200	5.8
11	31,921	2.9	92,557	5.7	111,800	6.1	170,300	6.3
12	527	0.1	1,017	0.1	13,600	0.7	88,000	3.2
13	9,024	0.8	140,874	8.7	173,200	9.4	219,200	8.1
14	24,687	2.2	45,243	2.8	52,700	2.8	94,600	3.5
15	6,464	0.6	15,493	1.0	19,700	1.1	105,000	3.9
16	3,591	0.3	15,676	1.0	21,000	1.2	227,500	8.3
Metro Toronto	1,117,470	100.0	1,618,787	100.0	1,834,400	100.0	2,712,000	100.0
17			19,612	12.3	26,400	13.4	252,000	26.2
18			55,263	34.7	67,800	34.2	293,200	30.4
19			7,255	4.6	7,600	3.8	10,300	1.4
20	(Not Available)		37,322	23.5	44,100	22.3	211,600	21.9
21			12,908	8.1	15,500	7.8	39,600	4.1
22			3,810	2.4	4,400	2.2	4,800	0.4
23			22,901	14.4	32,300	16.3	151,700	15.6
Fringe Areas	77,998	100.0	159,071	100.0	198,100	100.0	963,200	100.0
Metro Toronto Planning Area	1,195,468	100.0	1,777,858	100.0	2,032,500	100.0	3,675,200	100.0

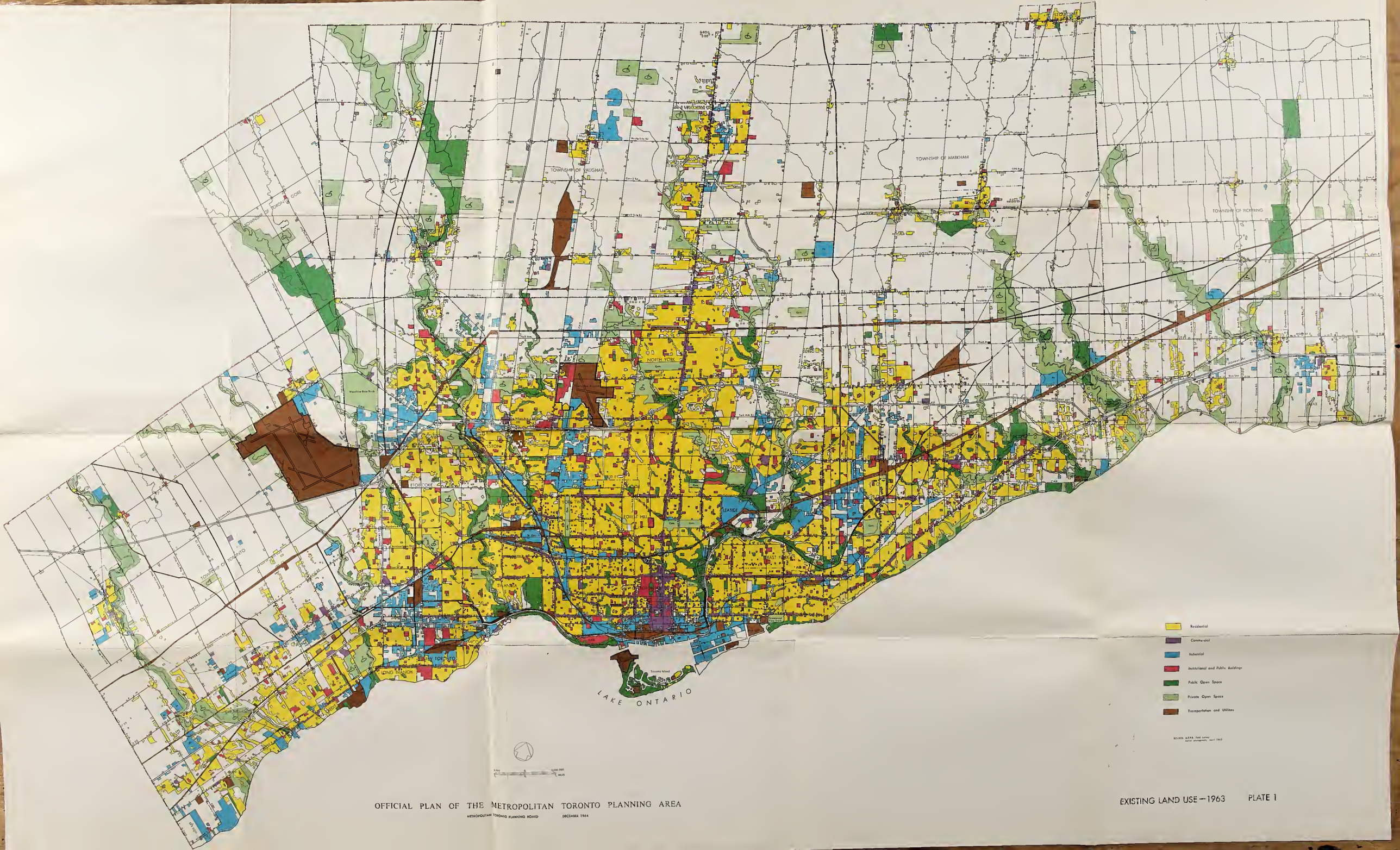
*Population potential under complete development (including rural population in Districts 18 to 23).

TABLE 7
POPULATION TRENDS BY MUNICIPALITY

Municipality	1951 (Census) Persons	1951 (Census) % of Total	1961 (Census) Persons	1961 (Census) % of Total	1965 (Estimate) Persons	1965 (Estimate) % of Total	Future Population (Estimate)* Persons	Future Population (Estimate)* % of Total
Toronto	699,131	62.6	702,524	43.4	705,600	38.5	775,600	28.7
East York	80,849	7.2	90,988	5.6	94,600	5.2	119,900	4.4
Etobicoke	85,042	7.6	198,670	12.3	250,500	13.6	336,700	12.5
North York	85,897	7.7	269,959	16.6	374,000	20.4	657,500	24.4
Scarborough	56,292	5.0	217,286	13.4	266,600	14.5	646,300	24.0
York	110,259	9.9	139,360	8.7	143,100	7.8	176,000	6.0
Metro Toronto	1,117,470	100.0	1,618,787	100.0	1,834,400	100.0	2,712,000	100.0
Ajax	4,168	5.3	7,755	4.9	8,800	4.4	31,500	3.3
Markham Twp.	10,625	13.6	13,426	8.4	16,400	8.3	84,100	8.8
Markham Vill.	1,606	2.2	4,294	2.7	6,300	3.2	17,000	1.8
Pickering Twp.	10,371	13.3	17,201	10.8	26,000	13.1	117,800	12.2
Pickering Vill.			1,755	1.1	1,900	1.0	5,000	0.5
Port Credit	3,643	4.7	7,203	4.5	8,300	4.1	12,000	1.2
Richmond Hill	2,164	2.8	16,446	10.4	19,200	9.7	23,500	2.4
Stouffville	1,695	2.2	3,188	2.0	3,500	1.8	9,500	1.0
Streetsville	1,139	1.5	5,056	3.2	5,400	2.7	11,000	1.1
Toronto Twp.	28,528	36.4	62,616	39.4	80,600	40.7	522,200	54.2
Toronto Gore	2,594	3.3	1,115	0.7	1,200	0.6	1,100	0.1
Vaughan	9,766	12.5	16,701	10.5	18,000	9.1	125,400	13.0
Woodbridge	1,699	2.2	2,315	1.4	2,500	1.3	3,600	0.4
Fringe Areas	77,998	100.0	159,071	100.0	198,100	100.0	963,200	100.0
Metro Toronto Planning Area	1,195,468	100.0	1,777,858	100.0	2,032,500	100.0	3,675,200	6.0

*Population potential under complete development (including rural population in Districts 18 to 23).

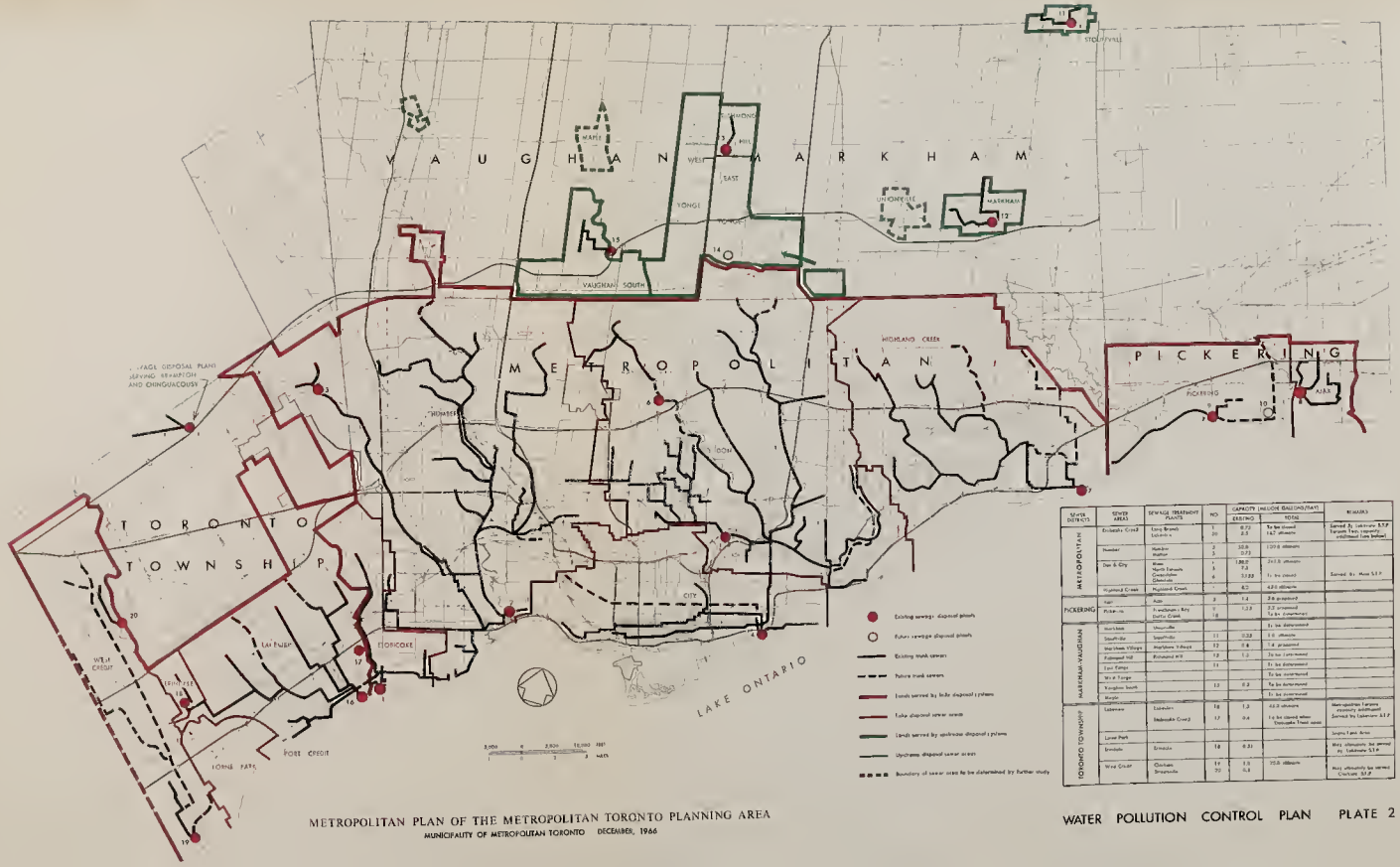
EXISTING LAND USE—1963 PLATE 1



OFFICIAL PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

METROPOLITAN TORONTO PLANNING BOARD DECEMBER 1964

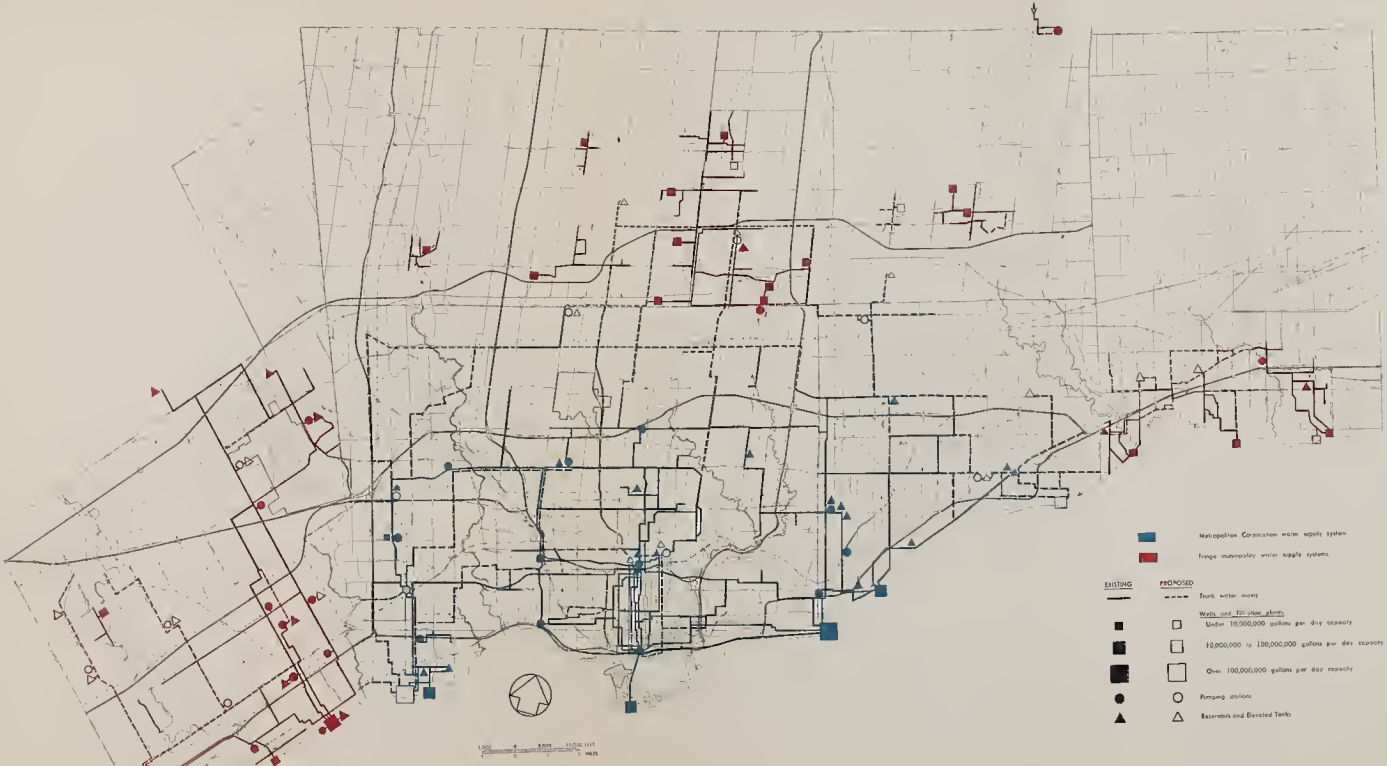
EXISTING LAND USE — 1963 PLATE 1



SEWER DISTRICTS	SEWER AREAS	SEWAGE TREATMENT PLANTS	NO.	CAPACITY (MILLION GALLONS/DAY) EXISTING	CAPACITY (MILLION GALLONS/DAY) TOTAL	REMARKS
METROPOLITAN	Etobicoke Creek	Long Branch	1	8.72	To be closed	Served By Lakeview S.T.P. Transmission Lines required
		Lakeview	20	2.5	162 allowable	
	Humber	Weston	2	32.5	120.0 allowable	
		Main	3	0.72		
	Don & City	Main	1	180.0	240.0 allowable	
		North Toronto	5	7.0		Served by Main S.T.P.
		Commissioners Street	6	12.22	To be closed	
	Highland Creek	Highland Creek		4.2	4.2 allowable	
PICKERING	Ajax	Ajax	8	1.4	2.8 proposed	
	Pickering	Frenchmans Bay	9	1.29	2.2 proposed	
		Duffin Creek	10		To be constructed	
MARKHAM-VAUGHAN	Markham	Unionville			To be determined	
		Stouffville	11	0.32	1.0 allowable	
	Markham Village	Markham Village	12	0.8	1.4 proposed	
	Richmond Hill	Richmond Hill	13	1.2	To be determined	
	East Humber		14		To be determined	
	West Don		15		To be determined	
	Kingsview South		16	0.2	To be determined	
	Maple		17		To be determined	
TORONTO TOWNSHIP	Lakeview	Lakeview	18	1.2	45.0 allowable	Metropolitan Toronto secondary treatment Served by Lakeview S.T.P.
		Mississauga Creek	19	0.4	To be closed when Dixie-Lorne Trunk sewer	
	Lorne Park					Lorne Park Area
	Erindale	Erindale	18	0.21		Many allowable to be served by Lakeview S.T.P.
	West Credit	Clarkson	19	1.5	10.0 allowable	
		Streetsville	20	0.8		Many allowable to be served Clarkson S.T.P.

METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA
MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

WATER POLLUTION CONTROL PLAN PLATE 2

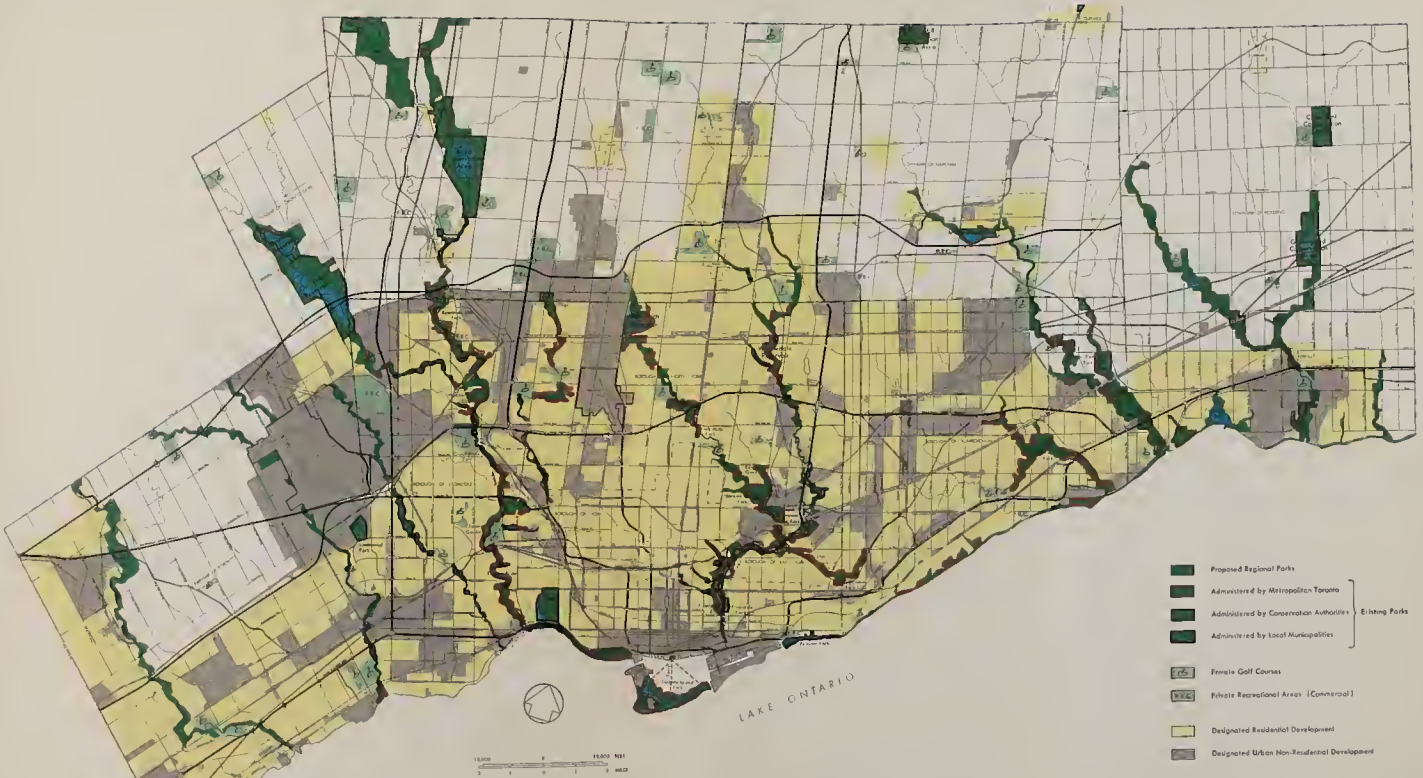

Metropolitan Corporation water supply system
Fringe municipality water supply systems
EXISTING
PROPOSED
Trunk water mains
Wells and filter plant capacity
Under 10,000,000 gallons per day capacity
10,000,000 to 100,000,000 gallons per day capacity
Over 100,000,000 gallons per day capacity
Pumping stations
Reservoirs and Elevated Tanks

METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

WATER SUPPLY PLAN

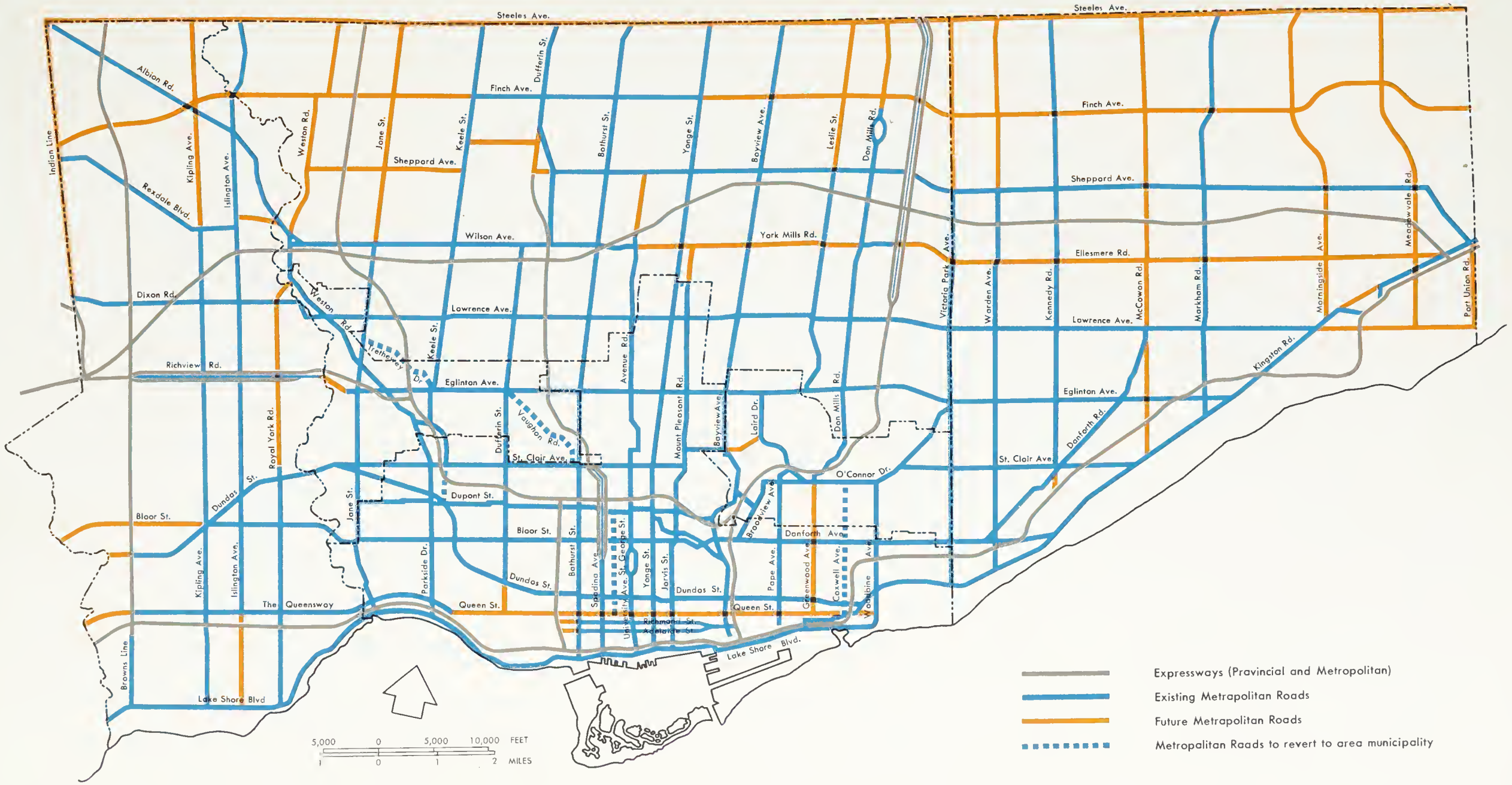
PLATE 3



METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

REGIONAL PARKS PLAN PLATE 4



METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966

METROPOLITAN ROADS PLATE 5